

A Course On Responsible Boating

Boater education certification is required by law for some lowa boaters. Even if it's not required for you, by becoming certified you may save money on boat insurance. You have

Over the Internet...

three ways to be certified:

Learn what you need to be a safe boat operator online! The complete course with exciting visuals awaits you on the Net. Interactive graphics help you learn and retain information on boating safely in Iowa. Successfully complete the online test and you will receive an Iowa Department of Natural Resources boater education certificate by mail.

Start today at www.boat-ed.com/ia

In a classroom...

Share the learning experience with other interested students and a qualified instructor. Iowa Department of Natural Resources can help you find a classroom course in your area.

Call 1-515-281-5918 for information

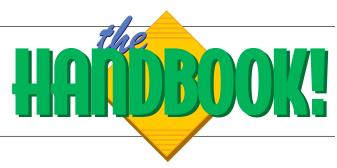
or visit www.iowadnr.com

3.

By correspondence...

Contact the Iowa Department of Natural Resources to find out about this home-study option.

Call 1-515-281-5918 for information



IOWA BOATING LAWS AND RESPONSIBILITIES

Copyright © 2003 by Boat Ed. All rights reserved. No part of this publication may be reproduced in any form or by any process without permission in writing from Boat Ed. Effort has been made to make this publication as complete and accurate as possible. All references contained in this publication have been compiled from sources believed to be reliable, and to represent the best current opinion on the subject. Boat Ed is not responsible or liable for any claims, liabilities, damages or other adverse effects or consequences to any person or property caused or alleged to be caused directly or indirectly from the application or use of the information contained in this publication.

Table of Contents

It's the AW!

Before Going Out	On the Water
Registering Your Vessel 4	Unlawful Operation 18
Where to Register5	Obstructing Navigation 20
Registration Fees6	Homeland Security
Other Facts About	Restrictions
Titling/Registration 6	Alcohol and Drugs 20
Buying or Selling a Vessel 7	Vessel Accidents
Display of Capacity	Enforcement22
Number 8	Diver Down Flag
Hull Identification	Discharge of Oil
Number 8	Discharge of Trash
Who May Operate	Discharge of Sewage 24
a Vessel 9	Aquatic Nuisance Species25
Marine Events9	
	Especially for PWC
Required Equipment	Requirements for PWC26
Personal Flotation Devices .10	Sharing Your PWC27
Navigation Lights	
Fire Extinguishers	Especially for Skiing
Backfire Flame Arrestors 14	Requirements for
Ventilation Systems15	Towing Skiers28
Mufflers and	Hand Signals for Skiers29
Noise Limits	
Sound Producing Devices16	
Visual Distress Sionals 16	

What is a vessel?

In this handbook, the term "vessel" means every description of watercraft, other than a seaplane, used or capable of being used as a means of transportation on water or ice.

Boating BASICS

Before Goine Out	Night Time Navigation36
Vessel Length Classes 30	U. S. Aids to Navigation38
Vessel Capacity 30	Weather Emergencies 42
Fueling a Vessel31	
PWC Fuel Selector Switch .32	On the Water Especially for PWC
Preventing Theft32	Steering and Stopping44
Filing a Float Plan33	Ignition Safety Switches 45
Pre-Departure Checklist 33	Reboarding a PWC45
	Courtesy
On the Water	Environmental
Encountering Other Vessels 34	Considerations 46
Navigation Rules35	Other Considerations 47
lowa Department of Natura	Resources
Public Use Waters	

Stay abreast of new boating laws...

◆ For state boating law information, call the Iowa Department of Natural Resources at:



1-515-281-5918

or visit:

www.iowadnr.com

◆ For federal boating laws, call the U. S. Coast Guard's Boating Safety Infoline:

1-800-368-5647

Information in this handbook does not replace what is specifically legal for boating in Iowa, which is found in Iowa Code and federal law.

Before Going Out on Your Vessel



All operators are required to obey laws that regulate your vessel's registration and operation.

Registering Your Vessel

- You must have an Iowa Registration Certificate and registration decals to legally operate a vessel on Iowa's public waters. Exceptions to registration are:
 - Inflatable vessels that are 7 feet or less in length and have no motor or sail
 - Canoes and kayaks that are 13 feet or less in length and have no engine or sail
 - Vessels properly registered in another state and using Iowa waters for 60 or fewer days within one calendar

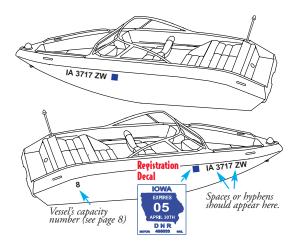
year.

◆ The
Registration
Certificate
(pocketsized registration



card) must be onboard and available for inspection by an enforcement officer whenever the vessel is operated.

- The registration number and registration decals must be displayed as follows:
 - Number must be painted, decaled or otherwise affixed to the forward half of each side of the vessel, placed for maximum visibility.
 - Number must read from left to right on both sides of the vessel.
 - Number must be in at least 3-inches high, bold, **BLOCK** letters.



- Number's color must contrast with its background.
- Letters must be separated from the numbers by a space or hyphen: "IA 3717 ZW" or "IA-3717-ZW."
- No other numbers may be displayed on either side of the bow.
- Decals must be affixed on each side of the vessel, toward the stern of the registration number, 4 inches from and in line with the number.
- If your vessel requires registration, it is illegal to operate or allow others to operate your vessel unless it is registered and numbered as described above.

Where to Register The Registration Certificate and registration decals are obtained by presenting the proper application form and fee to the County Recorder in the county of residence of the owner or the county where the vessel is principally used.

Registration Questions? Call the Iowa Department of Natural Resources at 1-515-281-5918.



Fees to Register Your Vessel			
or Vessel gull De and Redis	Tipe of No	Inbered Year	Poly Sew Registration\$2.50
No motor or sail, any length	*New	\$5.00 . \$5.00 .	\$2.50 n/a
Motorboat, Sailboat, or Perso	onal Waterc	raft	
Less than 12 ft. in length		\$8.00 . \$8.00 .	
12 ft. to less than 15 ft. in len		\$10.00 . \$10.00 .	
15 ft. to less than 18 ft. in len		\$12.00 . \$12.00 .	
18 ft. to less than 25 ft. in len		\$18.00 .	
25 ft. or more in length	Renew	\$28.00 . \$28.00 .	n/a
Documented vessel, any length .New \$25.00 \$12.50			
* includes inner tubes 7 ft. long	or longer		
Note: An additional \$1.00 write for each registration.		rged by the Co	unty Recorder

Other Facts About Titling and Registration

- All vessels 17 feet long or longer that require registration and are purchased new, or are sold or traded, must also be titled. Inflatables and canoes are exempt from titling unless there is a lein against them.
- A Registration Certificate is valid for two years and expires at midnight on April 30th of odd-numbered years. Owners of vessels which have already been registered may be sent a renewal notice to their residence.
- If a numbered vessel is abandoned or destroyed, or if the owner's address or name is changed, the owner must notify the County Recorder within 10 days of the event.
- ◆ If you lose or destroy your Registration Certificate or decals, you must apply for a duplicate and pay a \$1.00 duplicate fee plus a \$1.00 writing fee.

◆ Larger recreational vessels, owned by U. S. citizens, may (at the option of the owner) be documented by the U. S. Coast Guard. Call the USCG at 1-800-799-8362 for more information. Documented vessels must also be registered and display the registration decals.

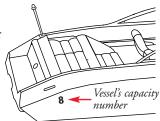
Buying or Selling a Vessel

The steps for transferring ownership of a vessel are essentially the same whether the "seller" is a marine dealer, or the "buyer" is an individual purchasing a pre-owned vessel from an individual "seller."

- ◆ The "seller" must complete the form on the back of the registration certificate and deliver it to the "buyer" at the time of delivering the vessel. All registrations must be valid for the current registration period prior to the transfer of any registration. The "seller" must also deliver to the "buyer" a certificate of title, if required, with an assignment on it showing title in the buyer's name.
- ◆ The "buyer" must apply for the transfer of registration, or in the case of a new vessel for original registration, within 30 days of the purchase. In the case of a new vessel, the "buyer" may operate the vessel without displaying a registration number for a period of not more than 30 days after the purchase date, provided the vessel has attached a sign bearing the words "Registration Applied For," the special certificate number of the dealer, and the date of purchase. Vessels may not be on Iowa waters without a current registration (see page 4).
- ◆ No vessel may be registered by the County Recorder until there has been presented to the Recorder receipts, bills of sale, and seller's current registration and title. If the vessel is purchased new from a dealer, then the M.S.O. or M.C.O. and bill of sale is required.

Display of Vessel Capacity

◆ The passenger capacity of a vessel must be painted on or attached to the starboard (right) side of the vessel within 9 inches of the transom and clearly visible above the waterline when

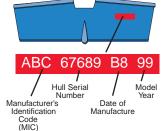


fully loaded. The displayed passenger capacity must conform with the passenger capacity designated on the Registration Certificate.

- Most vessels have a U. S. Coast Guard or manufacturer's plate that shows capacity in number of persons (see page 30). This is the capacity that must be placed on the Registration Certificate and displayed on the right side of the vessel. If a vessel does not have a capacity plate, the capacity of the vessel is "operator's responsibility" and the letters "OR" must be placed on the Registration Certificate and displayed on the vessel instead of capacity.
- The displayed capacity number (or "OR") must be the same size as the registration number on the bow.
- It is illegal to deface, destroy, remove or alter a vessel's capacity plate.

Hull Identification Number

The Hull Identification Number (HIN) is a unique, 12-digit number, assigned by the manufacturer, to vessels built after 1972.



 Hull Identification Numbers distinguish one vessel from another. They are engraved or stamped in the hull transom, on a metal plate attached to the transom, or printed on inflated rafts and kayaks.

- Record the HIN and put in a place other than the vessel in case of warranty problems or the vessel is lost or stolen.
- If your vessel is homemade, the Department of Natural Resources may issue you a HIN, which you must then permanently affix to the transom.
- It is illegal to destroy, remove, cover or mutilate a HIN.

Who May Operate a Vessel

- ◆ Persons under 12 years of age may operate a personal watercraft only if he or she is accompanied onboard by a responsible person of at least 18 years of age experienced in operation of the vessel.
- ◆ Persons 12 years of age or older, but younger than 18 years of age may operate a personal watercraft only if he or she has successfully completed a boater education course approved by the Iowa Department of Natural Resources.
- Persons required to have successfully completed a boater education course must carry their boater education certificate onboard and make it available upon request of an enforcement officer.

Marine Events

Permits for regattas, motorboat or other boat races, marine parades, tournaments or exhibitions to be held on Iowa state waters must be received



from the Iowa Department of Natural Resources in at least 30 days in advance of the event. If the event is being held on federally controlled waters (see definition on page 17), a permit from the U. S. Coast Guard is also required.

Required Equipment for Your Vessel

When preparing to go out on a vessel, first check that the legally required equipment is onboard.

Personal Flotation Devices (PFDs)

- ◆ All vessels must have at least one USCG-approved Type I, II, III or V PFD (life jacket) for each person onboard.
- One Type IV (throwable) USCG-approved PFD must be onboard vessels 16 feet or longer, in addition to the above requirement.
- While underway on a recreational vessel on the Mississippi or Missouri Rivers or on federal reservoirs, a child under 13 years must wear a USCG-approved PFD unless the child is below decks or in an enclosed cabin.
- Each person being towed behind a vessel on water skis, a surfboard or similar device must wear a USCG-approved Type I, II, III or V PFD. Inflatable PFDs are not approved for persons being towed.
- Each person onboard a personal watercraft (PWC) must wear a USCG-approved Type I, II, III, or V PFD. Inflatable PFDs are not approved for use on PWC.
- ◆ PFDs must have a legible USCG approval tag and be:
 - In good and serviceable condition. PFDs must not have a torn or missing strap, punctured flotation bag, waterlogged flotation material, rotted material in straps or webbing or cover, missing laces, missing hardware, envelope torn or perforated, torn stitching or any other condition which impairs the operating efficiency. Inflatable PFDs must have operable gas cartridges.
 - Readily accessible, which means you are able to put the PFD on quickly in an emergency.
 - Of the proper size for the intended wearer. Sizing for PFDs is based on body weight and chest size.











TYPE I: Offshore Life Jacket

These vests are geared for rough or remote waters where rescue may take awhile. They are excellent for flotation and will turn most unconscious persons face up in the water.

TYPE II: Near-Shore Vest

These vests are good for calm waters and fast rescues. Type II vests may lack the capacity to turn unconscious wearers face up.

TYPE III: Flotation Aid

These vests or full-sleeved jackets are good for calm waters and fast rescues. They are not for rough waters since they will not turn a person face up.

TYPE IV: Thromable Device

These cushions or ring buoys are designed to be thrown to someone in trouble. They are not for long hours in rough waters, nonswimmers or the unconscious.

TYPE V: Special Use Device

These windsurfing vests, deck suits, hybrid PFDs and others are designed for specific activities, such as kayaking or water skiing. To be acceptable, Type V PFDs must be used in accordance with their label.

Navigation Lights

The required navigation lights must be displayed between sunset and sunrise and in periods of restricted visibility, such as fog or heavy rain. For requirements for larger vessels, see the U. S. Coast Guard's "Navigation Rules."

Power-Driven Vessels When Underway

If less than 65.6 ft. (20 meters) long, these vessels must exhibit the lights as shown in figure 1. Remember, power-driven vessels include sailboats operating under power. The required lights are:

- Red and green sidelights visible from at least 2 miles (or if less than 39.4 ft. long, at least 1 mile)
- An all-round white light or both a masthead light and a sternlight visible from at least 2 miles on a dark clear night. The all-round white light (or the masthead light) must be at least 3.3 ft. higher than the sidelights.

Unpowered Vessels When Underway

Unpowered vessels are sailboats or those that are paddled, poled and rowed.

- If less than 65.6 ft. (20 meters) long, these vessels must exhibit the lights as shown in figure 2:
 - Red and green sidelights visible from at least 2 miles (or if less than 39.4 ft. long, at least 1 mile)
 - A sternlight visible from at least 2 miles.
- ◆ If less than 23.0 ft. (7 meters) long, these vessels:
 - If practical, must exhibit the same lights as required for unpowered vessels listed above
 - If not practical, must have on hand at least one lantern or flashlight shining a white light as shown in figure 3.

All Vessels When Not Underway

 All vessels are required to display a white light visible in all directions whenever they are moored or anchored away from dock between sunset and sunrise.

1. Power-Driven Vessels Less Than 65.6 Ft.







Combination red and green lights allowed only on vessels less than 39.4 ft.



2. Unpowered Vessels Less Than 65.6 Ft.





An alternative to the sidelights and sternlight is a combination red, green and white light which must be exhibited near the top of the mast.

3. Unpowered Vessels Less Than 23.0 Ft.





Vessel operators should never leave shore without a flashlight. Even if you plan to return before dark, unforeseen developments might delay your return past nightfall.

Fire Extinguishers

- ◆ All vessels on federally controlled waters (see page 17) are required to have a Type B fire extinguisher(s) onboard if one or more of the following conditions exist:
 - Inboard engine
 - Closed compartments where portable fuel tanks may be stored or in which flammable or combustible materials may be stored
 - Permanently installed fuel tanks.

Ciro Cytinguicher Doguiromente

ı	rne examporate negotiements				
	Classification	Foam	Carbon Dioxide	Dry Chemical	
	type & size	minimum gallons	minimum pounds	minimum pounds	
	B-I	$1 \ 1/4$	4	2	
	B-II	2 1/2	15	10	
ı					

Length Class	Without Fixed System	With Fixed System*	
Less than 26 ft.	one B-I	None	
26 ft. to less than 40 ft.	two B-I or one B-II	one B-I	
40 ft. to less than 65 ft.	three B-I or	two B-I or	
	one B-II and one B-I	one B-II	
* refers to a permanently installed fire extinguisher system			

- Vessels on Iowa state waters are required to have a Type B fire extinguisher(s) onboard if the vessel is propelled by an outboard motor of greater than 10 horsepower.
- Approved types of fire extinguishers are identified by the following marking on the label -- "Marine Type USCG Approved," followed by the size and type symbols and the approval number.
- Extinguishers must be placed in an accessible area not near the engine or in a compartment. Check all extinguishers annually to make sure they are charged.

Backfire Flame Arrestors

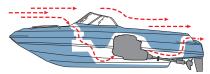
Backfire flame arrestors are designed to prevent the ignition of gasoline vapors in case the engine backfires.

Every motorboat fueled with a volatile liquide (such as

- gasoline) must have the carburetor or carburetors of every engine, except outboard motors, equipped with an efficient flame arrestor, backfire trap or similar device.
- Backfire flame arrestors must be in good and serviceable condition.

Ventilation Systems

The purpose of ventilation systems is to remove flammable gases, greatly



reducing the chance of a dangerous explosion.

- ◆ All vessels with gasoline-powered engines operating on federally controlled waters (see page 17), and constructed in a way that would entrap fumes, must have at least two ventilation ducts fitted with cowls to remove the fumes. On Iowa state waters, any efficient means of removing entrapped fumes will meet the legal requirement.
- If your vessel is equipped with a power ventilation system, turn it on for at least four minutes after fueling, prior to starting your engine. If your vessel is not equipped with a power ventilation system (such as personal watercraft), open the engine compartment and sniff for gasoline fumes before starting the engine.

Mufflers and Noise Limits

- ◆ The exhaust of every internal combustion engine on any motorboat must be effectively muffled by equipment constructed and in use to reasonably muffle vessel noise.
- ♦ Motorboats may not exceed a total motorboat noise of 86 decibels as measured on the "A" scale at a distance of 50 feet or greater.
- ◆ All muffling devices used on motorboats must be in good working order and in constant operation to prevent excessive or unusual noise.
- The use of cut-outs is prohibited, except for vessels competing in an authorized marine event.

Sound Producing Devices

In periods of reduced visibility or whenever a vessel operator needs to signal his or her intentions or position, a sound producing device is essential. The device must be audible for at least one-half mile.

If on State Waters

Less than 26 feet long (includes PWC)

Whistle or other sound device

required

26 feet long or longer

Whistle, horn or other sound

device required

If on Federally Controlled Waters

Less than 40 feet long (includes PWC)

Whistle or horn required

40 feet long or longer

Whistle or horn and a bell

required

Visual Distress Signals (VDSs)

Visual Distress Signals (VDSs) allow vessel operators to signal for help in the event of an emergency. VDSs are classified as day signals (visible in bright sunlight), night signals (visible at night) or both day and night signals.

- ◆ VDSs are not required on Iowa state waters, but it is strongly recommended that you carry VDSs on your vessel.
- ◆ All vessels used on federally controlled waters must be equipped with U. S. Coast Guard-approved visual distress signals. These vessels are required to carry night signals when operating between sunset and sunrise. In addition, the following vessels must also carry day signals:
 - Recreational vessels 16 feet or longer
 - Non-motorized, open sailboats 26 feet or longer.

- If pyrotechnic VDSs are used, a minimum of three must be carried in the vessel. Pyrotechnic VDSs must be in serviceable condition and readily accessible.
- It is prohibited to display visual distress signals on the water except when assistance is required to prevent immediate or potential danger.







Pyrotechnic Visual Distress Signals

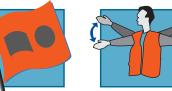
Orange Smoke Day Signal

Red Meteor Day and Night Signal

Red Flare Day and Night Signal







Non-Pyrotechnic Visual Distress Signals

Electric Light Night Signal

Orange Flag Day Signal

Federally Controlled Waters

Vessels must observe U. S. Coast Guard (USCG) requirements when on these waters:

- Coastal waters
- The Great Lakes
- Territorial seas
- Waters which are two miles wide or wider and are directly connected to one of the above.

Arm Signal

Although not a USCG-approved VDS, use this arm action to indicate you need help if you do not have other visual distress signals available.

On the Water with Your Vessel

In addition to the laws mentioned previously, here are some other Iowa regulations that apply when vessel operators are on the water.

Unlawful Operation of a Vessel

In Iowa, these dangerous operating practices are illegal:

- ◆ Reckless or Negligent Operation of a vessel or the reckless manipulation of water skis, surfboard or similar device is operating in a manner that causes danger to the life, limb, or property of any person. Examples of reckless or negligent operation are:
 - Operating a vessel in violation of restrictions as given by buoys or signs marking an area
 - Weaving through congested waterway traffic
 - Jumping the wake of another vessel too close to the vessel
 - Swerving at the last possible moment to avoid collision
 - Chasing or harassing wildlife with a vessel
 - Failing to observe the navigation rules (see pages 34-35)
 - Operating such that you collide with another vessel, object or person.
- ◆ Improper Speed or Distance (the most common violation) is not maintaining a proper speed or distance while operating a vessel. Specifically, it is illegal to operate a vessel:
 - At greater than slow no wake speed in any posted no wake zone
 - At greater than 5 miles per hour (mph) within 100 feet of another vessel underway at 5 mph or less
 - At greater than 5 mph within 50 feet of another vessel underway at greater than 5 mph

- At greater than 10 mph unless vision is unobstructed for at least 200 feet ahead
- At greater than 10 mph within 300 feet of shore (except in specially zoned areas) on any inland lake or federal impoundment.

"Slow - No Wake Speed" - This is a speed at which the vessel does not produce a wake; "wake" means any movement of water created by a vessel which adversely affects the activities of another person who is involved in activities approved for that area or which may adversely affect the natural features of the shoreline.

- Overloading or Overpowering is powering the vessel beyond the recommended carrying horsepower shown on the capacity plate installed by the vessel manufacturer or loading the vessel with more passengers and crew than the capacity number recorded on the Registration Certificate. It is illegal to operate a vessel if its capacity would be exceeded by the persons in the vessel and the persons being towed on water skis or similar device.
- ◆ Interference with Search or Rescue is operating a vessel in areas in which search and rescue operations are being conducted or an area affected by a natural disaster, unless authorized by the officer in charge of the operation. If authorized to enter, you must operate your vessel at a slow - no wake speed and keep clear of all vessels engaged in the search and rescue or disaster operation.
- ◆ Leaving Vessel Unattended is leaving an unattended vessel tied or moored to a dock that is placed immediately adjacent to a public boat launching ramp or to a dock that is posted for loading and unloading. It is also illegal to leave a vessel anchored away from the shore and unattended unless it is attached to a legal mooring buoy. Permits are required for a mooring buoy. Applications may be obtained through the Iowa DNR.

Obstructing Navigation

It is illegal to:

- Operate any vessel in such a way that it will unnecessarily interfere with the safe navigation of other vessels on the waterway.
- Anchor a vessel to a bridge, under a bridge, in a heavily traveled portion of a river or channel, in a lock chamber, or near the entrance of a lock.
- Moor or attach a vessel to a buoy (other than a mooring buoy), beacon, light, or any other navigational aid placed on public waters by proper authorities.
- Move, displace, tamper with, damage, or destroy any navigational aid.

Homeland Security Restrictions

Recreational boaters have a role in keeping our waterways safe and secure.

- Observe and avoid all security zones, including restricted areas near dams, power plants, etc. Do not stop or anchor beneath bridges or in the channel. Violators can expect a swift and severe response.
- Keep a sharp eye out for anything that looks peculiar or out of the ordinary. Report all suspicious activities to the local authorities or the U.S. Coast Guard.

Alcohol and Drugs

Iowa law prohibits anyone from boating while intoxicated (BWI). This includes the operation of any vessel or manipulation of any water skis, surfboard or similar device while under the influence of alcohol, marijuana, narcotics, hypnotic or other drug, or any combination of these substances. Alcohol and drugs cause impaired balance, blurred vision, poor coordination, impaired judgment, and slow reactions.

- ◆ Iowa law states that a person is considered to be boating while intoxicated (BWI) if he or she:
 - Is under the influence of alcohol or other drug or a combination of such substances *or...*
 - Has a blood, breath or urine alcohol concentration of 0.10% or more *or...*
 - Has any amount of a controlled substance present in his or her person, as measured in his or her blood or urine.
- Iowa law establishes the following penalties for boating while intoxicated:
 - Upon a first conviction, a person may be fined \$1,000, jailed for at least 48 hours, and prohibited from operating for 1 year.
 - Upon a second conviction, a person may be fined up to \$5,000, jailed for at least 7 days, and prohibited from operating for 2 years.
 - Upon third and subsequent convictions, a person may be fined up to \$7,500, jailed up to 1 year, and prohibited from operating for 6 years.
 - In addition, persons convicted of BWI will be assigned to substance abuse evaluation/treatment and a course for drinking drivers.
 - Persons convicted of BWI who caused the death or injury of someone will receive severe penalties in addition to those above.
- ◆ By operating a vessel on Iowa's waters, you have given "implied" consent to alcohol testing. Refusal to be tested can result in a fine up to \$500 and loss of operating privileges up to one year for a first offense.

Just remember this simple rule:

Don't drink and boat!

Vessel Accidents and Casualties

- An operator involved in a boating accident must stop his or her vessel immediately at the scene of the accident and:
 - Assist anyone injured or in danger from the accident, unless doing so would seriously endanger his or her own vessel or passengers
 - Give, in writing, his or her name, address and vessel identification to anyone injured and to the owner of any property damaged by the accident.
- Vessel operators involved in an accident must report the accident to the Iowa Department of Natural Resources (IDNR). The report must be submitted without delay in death or disappearance cases and within five days in all other cases.
- Accidents should be reported on accident report forms available from the Iowa Department of Natural Resources.

Enforcement

- ◆ Iowa Department of Natural Resources enforcement officers have the authority to enforce Iowa's boating laws.
- Officers have the authority to stop and inspect a vessel being launched, being operated, or being moored on Iowa waters to determine whether the vessel is properly registered, numbered and

equipped. Officers may board a vessel in the course of an



inspection if the operator is unable to supply visual evidence that the vessel is properly registered and equipped.

Diver Down Flag

- Scuba divers or snorkelers must display a "diver down" flag that marks their diving area.
- Vessels not engaged in diving operations must stay at least 50 feet from a displayed "diver down" flag.



Divers Flag

A rectangular red flag with a white diagonal stripe attached to a vessel, float or buoy



Alpha flag

A blue and white International Code Flag A (or Alpha flag), flown from a vessel

Discharge of Oil and Other Hazardous Substances

- It is illegal to discharge oil or hazardous substances.
- ◆ You are not allowed to dump oil into the bilge of the vessel without means for proper disposal.
- ◆ You must discharge oil waste to a reception facility. On recreational vessels, a bucket or bailer is adequate.
- On federally controlled waters (see page 17), if your vessel is 26 feet or longer you must display a 5 x 8 inch placard near the bilge pump switch stating the Federal Water Pollution Control Act.

If your vessel discharges oil or hazardous substances in the water:

- ◆ Call the U. S. Coast Guard at 1-800-424-8802.
- ◆ Also notify the Iowa Division of Environmental Services, Emergency Response Unit by calling 1-515-281-8694.

Discharge of Trash

- It is illegal to dump trash into federally controlled or state waters. Store trash in a container onboard, and place it in a proper receptacle on shore.
- If operating a vessel 26 feet or longer on federally controlled waters (see page 17), you must display a durable sign at least 4 x 9 inches in a prominent location. It must notify passengers and crew about discharge restrictions.

Discharge of Sewage and Waste

- If you have a recreational vessel with installed toilet facilities, it must have an operable marine sanitation device (MSD) onboard:
 - Vessels 65 feet long or less may use a Type I, II or III MSD.
 - Vessels over 65 feet must install a Type II or III MSD.
- All installed devices. must be U. S. Coast Guard-certified.

"Y" valve must always Drainage to be closed pump-out station

Types of MSDs

- ◆ Type III MSDs, the simplest and most common, consist of holding tanks or portable toilets. Waste is to be discharged on shore into a sewage treatment facility.
- ◆ Types I and II MSDs treat waste with special chemicals to kill bacteria. Types I and II MSDs with "Y" valves that direct the waste overboard must be secured so that the valve cannot be opened. This can be done by placing a lock or non-reusable seal on the "Y" valve or by taking the handle off the "Y" valve.

Aquatic Nuisance Species

Introducing non-native species into Iowa waters can upset the balance of the ecosystem, hurting the environment. Aquatic nuisance species such as zebra mussels most often spread between waterways by hitching a ride on vessels and trailers. When transplanted into new waters, these organisms proliferate, displacing native species and damaging the water resource.

To help protect Iowa waters:

- ✓ Inspect your vessel and trailer, removing any plants and animals you see before leaving the waterbody.
- ✓ Drain your engine, "live well," and bilge on land before leaving the waterbody.
- ✓ Empty your bait bucket on land. Never release live bait into a waterbody or release aquatic animals from one waterbody into another.
- ✓ Rinse your vessel, trailer and equipment.
- ✓ Air dry your vessel and equipment for as long as possible.

Especially for PWC

Rische Line

PWC operators must adhere to additional legal requirements that apply specifically to the operation of personal watercraft on Iowa waters.

Requirements Specific to PWC

- Each person onboard a personal watercraft must wear a
- USCG-approved
 Type I, II, III or V
 PFD. Inflatable PFDs
 are not approved for
 use on PWC.



- ◆ PWC may not be operated during the hours between sunset to sunrise.
- ◆ There are age and boater education requirements for operators of personal watercraft. See page 9.
- It is illegal to operate a personal watercraft in a careless, reckless or negligent manner that endangers the life, limb, or property of any person. Examples of illegal PWC operation include:
 - Becoming airborne while crossing the wake of another vessel within 100 feet of the vessel creating the wake
 - Weaving through congested traffic
 - Swerving at the last possible moment to avoid collision
 - Failing to observe the navigation rules (see pages 34-35)
 - Operating such that your PWC collides with another vessel, object or person.
- It is illegal to chase or harass wild animals with a PWC.

Sharing Your PWC ... Safely!

Sharing the fun of your PWC with your friends and family is all part of the boating experience. However, you should always make sure that anyone operating your PWC understands their responsibilities as a driver of a PWC. Let them know that they are operating a vessel and have the same responsibilities as any other vessel operator. Before allowing anyone to operate your PWC:

- Make sure they meet the minimum age and education requirements for PWC operation.
- Make sure they know basic boating safety information and "rules of the road."
- Let beginners take their first rides in an area where there are few vessels and swimmers. While still on shore, show them the proper procedures for deep water starting and reboarding.
- Explain the basic operating features of the PWC. Be sure

to give instruction on how to steer and control the PWC. Remind the operator that power is required for steering control!



 Make sure the operator understands

how to use the lanyard with the ignition safety switch.

- Explain the importance of obeying slow-no wake speed restrictions.
- Emphasize the need for staying alert. Beginning riders may concentrate on riding and not on paying attention to the surrounding traffic in the area.

Especially for Skiers and Those Towing Them



Vessel operators towing a person(s) on water skis, aquaplane or other similar device have additional laws to follow.

Towing Skiers

 Every vessel towing a person(s) on water skis, surfboard or other device must have onboard, in addition to the operator, a responsible person



in position to observe the progress of the towed person(s).

- All persons being towed behind a vessel on water skis, surfboard or other device must wear a USCG-approved personal flotation device (life jacket). Inflatable PFDs are not approved for use by persons being towed.
- ◆ A boat may tow a person(s) on water skis, a surfboard or other device only between the hours from sunrise to one-half hour after sunset; if the towing vessel is a PWC then only between the hours from sunrise to sunset.
- It is illegal to operate any vessel in a careless, reckless or negligent manner. It is illegal to operate a vessel:
 - At greater than 5 miles per hour (mph) within 100 feet of another vessel underway at 5 mph or less
 - At greater than 5 mph within 50 feet of another vessel underway at greater than 5 mph
- A person may not operate a vessel if its capacity would be exceeded by the persons in the vessel and the persons being towed. If towing a person by means of a PWC, the PWC must be rated to carry at least three people – the operator, the observer and the retrieved skier.
- Exemptions exist for exhibitions authorized by IDNR.

Hand Signals for Skiers Knowing proper hand signals will help the skier(s) communicate with their vessel operator or the observer. Skier OK Skier down-watch! Back to dock Speed OK Speed up Slow down Turn right Turn left

Stop

Before Going Out on Your Vessel

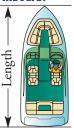


Before going out on the water, take steps to make the outing safe and enjoyable.

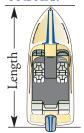
Vessel Length Classes

- ◆ A vessel's length class dictates the equipment necessary to comply with federal and state laws.
- Vessels are divided into four length classes:
 - Less than 16 feet
 - 16 feet to less than 26 feet
 - 26 feet to less than 40 feet
 - 40 feet to less than 65 feet.
- Length is measured from the tip of the bow in a straight line to the stern. This does not include outboard motors. brackets, rudders, bow attachments, or swim platforms and ladders that are not a molded part of the hull.

Inboards



Outboards



Vessel Capacity

MAXIMUM CAPACITIES 7 PERSONS OR 1050 LBS. 1400 LBS, PERSONS, MOTORS, GEAR 130 H. P. MOTOR THIS BOAT COMPLIES WITH U. S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION ABC BOATS XYZ MANUFACTURING, INC. ANYWHERE, USA 99999

- ◆ Always check the capacity plate usually found near the operator's position or on the vessel's transom. You must not exceed either the maximum weight capacity or the maximum number of whole people stated on the plate.
- Personal watercraft (PWC) do not have a capacity plate. Always follow the recommended capacity in the owner's manual and on the manufacturer's warning decal.

Fueling a Vessel

Here are some safe fueling procedures to follow:

- ◆ Check the entire fuel system for leaks. Tighten connections frequently. Engine vibration can loosen them.
- ◆ Turn off all engines and electrical equipment; shut off all fuel valves; and close all windows, doors and openings.
- Try to fuel in daylight. If light is required, use a flashlight or a light that is spark-proof.
- Never smoke or strike a match while fueling.
- When filling a tank or gas can, follow these guidelines:
 - Remove portable tanks from the vessel.
 - Touch the fuel pipe or tank with the spout to prevent buildup of static electricity.
 - Never fill a tank to the brim. Leave room for gas to expand. After fueling, put the fill cap on tightly to prevent vapors from escaping.
 - Immediately wipe up any spilled gas. Air out the rag after using it. Never throw it in the vessel or the water.
 - Store gas onboard in a safety-approved storage tank, away from the engine in an area of good ventilation.

The most important safe fueling practice...

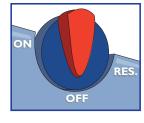
If your vessel is equipped with a power ventilation system, turn it on for at least 4 minutes after fueling, prior to starting your engine to remove gas vapors.

- ◆ Some additional safety procedures for PWC are:
 - Avoid spills when fueling in or near the water.
 - After fueling, open the door of the engine compartment and sniff to check for any evidence of gas fumes. Do this before starting the engine. If you do smell gas fumes, find the source and make repairs immediately.
 - Do not tip the PWC to "fill all the way up." The tank provides for fuel expansion; if tank is over-filled, gasoline may expand and spill into the water.

Fuel Selector Switch on a PWC

This switch can help you avoid becoming stranded without fuel.

- Use the "Off" position when PWC's engine is turned off.
- Use the "On" position while you are underway.
- Use the "Reserve" position if you run out of fuel while underway. This will allow you to return to shore. Don't forget to switch back to "On" after refueling.



Preventing Theft

To defend against theft of your vessel, motor and equipment:

- Store your vessel so that it is not easily accessed.
 - Store your vessel and trailer in a locked garage/storage.
 - Park another vehicle in front of the trailer, or chain or lock the trailer to a fixed object in a well lighted area.
 - Secure the vessel and trailer to a secure object with a good quality chain and lock. If moored, secure the vessel to the dock with a steel cable and lock.
 - Remove trailer wheel if parked for an extended time.
 - Purchase a good quality trailer hitch lock and use it.
- Chain and lock the motor and fuel tanks to the vessel.
- Mark or engrave all equipment with an identifier such as your driver's license number including state abbreviation.
- Photograph or videotape the interior and exterior of your vessel showing all installed equipment and additional gear and equipment.
- Title and register your vessel. Make a complete inventory of your equipment, vessel and trailer.
- Remove expensive electronics or other valuables if the vessel is left unattended.
- Cover your vessel and always remove the keys.

filing a float Plan

Before going out on a vessel it is always a good idea to leave a float plan with a local marina, relative or friend. A float plan should:

- Describe the vessel, its number, size, make, capacity, horsepower, and type of engine.
- ◆ List where you are going, the route, and your expected return time.
- Give the number of passengers, their names and addresses, and a contact in case of an emergency.

Pre-Departure Checklist

You can assure a good time while operating your vessel by performing this pre-departure check.

- ✓ Leave your float plan with a responsible person.
- ✓ Make sure that the steering and throttle controls operate properly and all lights are working properly.
- ✓ Check for any fuel leaks from the tank, fuel lines, and carburetor.
- ✓ Check the engine compartment for oil leaks.
- Check hose connections for leaks or cracks and make sure hose clamps are tight.
- Drain all water from the engine compartment and be sure the bilge plug is replaced and secure.
- ✓ Check to be sure the fire extinguisher is fully charged.
- ✓ Make sure that the stop button works on a PWC.
- ✓ Make sure the ignition safety switch and wrist lanyard are in working order.
- ✓ Make sure you have the required number of personal flotation devices (life jackets) and that they are in good condition.

On the Water with Your Vessel



Safe navigation on Iowa waterways is the responsibility of everyone. All operators are equally responsible for taking action to avoid collisions.

Encountering Other Vessels

There are some rules that every operator should follow when encountering other vessels. It is the responsibility of both operators to take action to avoid a collision. The next page shows what to do when you encounter another vessel.

To prevent collisions, every operator should follow the three basic rules of navigation:

- Practice good seamanship.
- Keep a sharp lookout.
- Maintain a safe speed and distance.

Encountering Vessels With Limited Maneuverability

- If operating a power-driven vessel, you must give way to:
 - Any vessel not under command, such as an anchored or disabled vessel
 - Any vessel restricted in its ability to maneuver, such as a vessel towing or laying cable or a vessel constrained by its draft such as a large ship in a channel
 - A vessel engaged in commercial fishing
 - A sailboat under sail unless it is overtaking.
- If operating a vessel under sail, you must give way to:
 - Any vessel not under command
 - Any vessel restricted in its ability to maneuver
 - A vessel engaged in commercial fishing.

Navigation Rules

There are two terms that help explain these rules:

Stand-on boat The vessel which should maintain its course and speed

Give-way boat The vessel which must take early and substantial action to avoid collision by stopping, slowing down or changing course



Power vs. Power



Power vs. Power



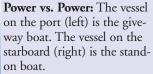
Power vs. Power

Meeting Head-On

Power vs. Power: Neither vessel is the stand-on boat. Both vessels should keep to the starboard (right).

Power vs. Sail: The powerboat is the give-way boat. The sailboat is the stand-on boat.

Crossing Situations



Power vs. Sail: The powerboat is the give-way boat. The sailboat is the stand-on boat.

Overtaking

Power vs. Power: The vessel which is overtaking another vessel is the give-way boat. The vessel being overtaken is the stand-on boat.

Power vs. Sail: The vessel which is overtaking another vessel is the give-way boat. The vessel being overtaken is the stand-on boat.



Power vs. Sail



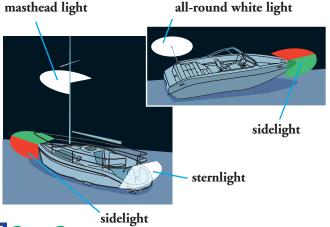
Power vs. Sail



Night Time Navigation

You should always be on the lookout for the lights of other vessels when boating at night. Several types of lights serve as navigational aids at night. They are:

- **Sidelights** These red and green lights are called sidelights (or combination lights) because they are visible to another vessel approaching from the side or head-on. The red light indicates a vessel's port (left) side; the green indicates a vessel's starboard (right) side.
- **Sternlight** A white light seen from behind the vessel.
- Masthead Light A white light, which shines forward, located on the mast of a sailboat and required on all powerboats. A masthead light must be used by all vessels when under engine power. The absence of this light identifies a sailboat under sail.
- ◆ All-Round White Light On powerboats less than 39.4 feet in length, this light may be used to combine a masthead and sternlight into a single white light able to be seen by other vessels from any direction. When sidelights are extinguished, this light serves as an anchor light.





Encountering Vessels at Night

When you see a white and a green light, you are the stand-on boat. However, remain alert in case the other vessel operator does not see you or does not know the navigational rules.



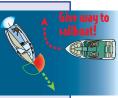
When you see only a white light, you are overtaking another vessel. It is the stand-on boat whether it is underway or anchored. You may go around it on either side.



When you see a red and a white light, you must give-way to the other vessel! Slow down and allow the vessel to pass or pass to the right behind the vessel.

Encountering a Sailboat at Night

When you see only a green or only a red light, you are approaching a sailboat under sail and you must give-way. The sailboat under sail is always the stand-on boat!







U. S. Aids to Navigation System (ATON)

Buoys and markers are the "traffic signals" that guide vessel operators safely along some waterways. They also identify dangerous or controlled areas and give directions and information. As a recreational vessel operator you will need to know the lateral navigation markers and non-lateral markers of the U. S. Aids to Navigation System.

Lateral Markers

These navigation aids are used to mark the edges of safe water areas; for example, to direct travel within a channel. They use a combination of colors and numbers which may be applied to buoys or permanently placed markers.



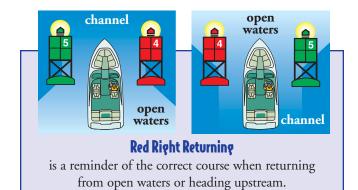
Red colors, red lights, and even numbers indicate the right side of the channel as a boater enters from the open sea or heads upstream.

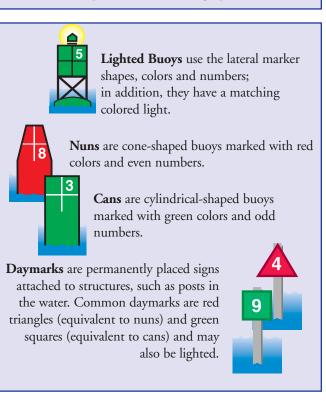
Green colors, green lights and odd numbers indicate the left side of the channel as a boater proceeds from the open sea or heads upstream.





Red and green colors and/or lights indicate the preferred (primary) channel. If green is on top, the preferred channel is to the right; if red is on top, the preferred channel is to the left.





Non-Lateral Markers

Non-lateral markers are navigational aids that give information about topics other than the edges of safe water areas. The most common are the regulatory markers shown below, which are white and use orange markings and black lettering. These markers are found on lakes and rivers.



Information

These squares indicate where to find food, supplies, repairs, etc., and give directions and other information.



Controlled

Circles indicate a controlled area such as speed limit, no fishing or anchoring, ski only or no skiing, or slow-no wake.



Exclusion

Crossed diamonds indicate areas off-limits to all vessels, such as swimming areas, dams, and spillways.



Danger

Diamonds warn of dangers such as rocks, shoals, construction, dams, or stumps. Always proceed with caution.



Safe Water Marks are white with red vertical stripes and mark mid-channels or fairways. They may be passed on either side.

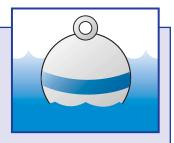


Inland Waters

Obstruction Marks are white with black vertical stripes and indicate an obstruction to navigation. You should not pass between these buoys and the shore.

Mooring Buoy

Another kind of buoy you may encounter is the mooring buoy. These are white with a blue horizontal band. They are usually placed in marinas



and other areas where vessels are allowed to anchor.

Weather Emergencies

Weather can change very rapidly and create unexpected situations for vessel operators. Even meteorologists have trouble predicting rapid weather changes. You should always monitor weather developments. One way is to tune into the frequencies listed below on a VHF radio.

What to Do If Caught in Foul Weather

- Put on personal flotation devices (life jackets) and make sure they are properly secured.
- If there is fog, sound your fog horn.
- Head for the nearest shore that is safe to approach.
- Head the bow into the waves at a 45 degree angle. PWC should head into the waves at a 90 degree angle.
- Reduce speed.
- Seat passengers on the bottom of the vessel, as close to the centerline as possible.

VHF Frequencies Broadcasting NOAA Weather Reports

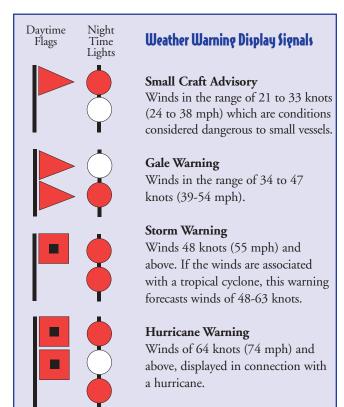
162.400 MHz	162.500 MHz
162.425 MHz	162.525 MHz
162.450 MHz	162.550 MHz
162.475 MHz	

Recreational boaters are given access to these VHF channels:

	6Intership	safety	communications	only
--	------------	--------	----------------	------

- 9Communications between vessels (commercial and recreational), and ship to coast
- 13Strictly for navigational purposes by vessels at bridges, locks, and harbors
- 16Distress and safety calls to Coast Guard and others, and to initiate calls to other vessels
- 22U. S. Coast Guard broadcasts of severe weather warnings and other safety warnings
- **24-28**Public telephone calls (to marine operator)
- **68, 69, 71** ...Recreational vessel radio channel and ship to coast

- Minimize the danger of having your vessel struck by lightning by seeking shelter in advance of a storm. If caught on open water during a thunderstorm, stay low in the middle of the vessel.
- Secure loose items. Have emergency gear ready.
- Keep the bilge free of water.
- ◆ If the engine stops, drop anchor from the bow. If you have no anchor, use a "sea anchor," which is anything (a bucket on a line, a tackle box) that will create drag, and hold the bow into the wind.



On the Water Especially for PWC





Although a PWC is considered an inboard vessel and comes under the same rules and requirements of any other vessel, there are specific considerations for the PWC operator.

Steering and Stopping a PWC

◆ Most PWC have a steering nozzle at the back of the unit. It is controlled by a handle bar or steering wheel that directs the stream of water from right to left. When the steering control is turned right, the steering nozzle is turned right. The force of the water stream leaving the nozzle then pushes the back of the vessel to the left, which causes the PWC to turn right.

steering control



steerable nozzle

Remember – no power means no steering control...

You must always have power in order to maintain control. If you allow the engine to return to idle or shut off during operation, you lose all steering control. The PWC will continue in the direction it was headed before the engine was shut off, no matter which way the steering control is turned.

 Always allow plenty of room for stopping. Just because you release the throttle or shut off the engine does not mean you will stop immediately.

Ignition Safety Switches

◆ All PWC come equipped with an emergency ignition safety switch which is designed to shut the engine down if the operator is



thrown from the proper operating position.

- The ignition safety switch works by attaching a lanyard between the operator and the switch. If the lanyard is removed from the switch, then the engine will shut off.
- If your PWC does not come equipped with an ignition safety switch, you should have one installed.
- It is recommended that you always attach the lanyard properly between the switch and yourself when riding a personal watercraft.

Reboarding a Capsized PWC

After a fall a PWC could be completely overturned. When this occurs you should follow these procedures:

- Most manufacturers have placed a decal at the rear of the craft that indicates the direction to roll your PWC to an upright position. If no decal exists, check your owner's manual or ask the dealer before going out on the water.
- With this information you should be able to roll the PWC over and reboard from the rear of the craft. If you roll it over the wrong way you could cause serious damage to your PWC.
- Practice reboarding with someone else around.
- Avoid riding your PWC when you are very tired, as this can make reboarding more difficult.
- Avoid riding where there are strong currents or winds, as this could hamper your reboarding efforts.

Courtesy When Encountering Other Vessels

- Jumping the wake of a passing vessel, or riding too close to another vessel, creates special risks and may violate speed and distance regulations. Visibility around the vessel making the wake may be blocked, both for the PWC operator and for oncoming traffic.
- Avoid congregating with other PWC operators near shore as this can increase annoying noise levels.
- Avoid making excessive noise near residential and camping areas, particularly early in the morning. Excessive use in one area can be an irritant to people who are there to enjoy a quiet and relaxing time.
- Avoid maneuvers that cause the engine exhaust to lift out of the water; this causes increased noise levels.
- Do not modify your engine exhaust system if the result is more noise. Improperly modified exhausts will not make your PWC faster and may raise the noise to an illegal level.

Environmental Considerations

When operating your PWC always be considerate of the effect you may have on the environment.

◆ Do not operate a PWC in shallow water (less than 24 inches deep). Bottom sediments or aquatic vegetation

can be sucked into the water pump and damage your PWC and the environment.

◆ Avoid creating a wake which can cause erosion when operating near shore or in narrow streams or rivers.

◆ Do not dock or beach your PWC in reeds and grasses. This could damage fragile environments.



- Take extra care when fueling your PWC in or near the water. Oil and gasoline spills are very detrimental to the aquatic environment. Fuel on land if possible.
- Never use your PWC to chase wildlife such as birds feeding near shore, water fowl or other animals.

Other PWC Considerations

- ♦ You and anyone onboard must wear a personal flotation device (life jacket).
- ◆ Frequently inspect your PWC's electrical systems (e.g., starter and engine gauge



- connections) to ensure there is no potential for electrical spark. Gas fumes can collect in the engine compartment and an explosion could occur. After fueling, sniff the engine compartment for any evidence of gas fumes.
- Every operator and passenger should know how to swim.
- Keep hands, feet, and hair away from the pump intake. When cleaning debris away from the pump intake, always shut the engine off.
- Know your limits and ride according to your abilities.
- Never exceed the load limit of your PWC.
- See page 26 for other requirements specific to PWC.





Motor Regulations for Lakes

A boat equipped with any size motor may be operated at no-wake speed on artificial lakes under the custody of the Department of Natural Resources and of more than 100 acres in size. Lakes included in the regulation are:

more than 100 acres in size. Panes meraded in the regulation are.			
Lake	County	Lake	County
Ahquabi	Warren	Pleasant Creek	Linn
Anita	Cass	Prairie Rose	Shelby
Badger Creek	Madison	Rock Creek	Jasper
Big Creek Lake	Polk	Sugema	Van Buren
Brushy Creek	Webster	Swan	Carroll
Darling	Washington	Three Mile*	Union
Geode	Henry	Twelve Mile	Union
Green Valley*	Union	Union Grove	Tama
Hawthorn	Mahaska	Viking	Montgomery
Icaria*	Adams	Volga	Fayette
Little River	Decatur	Wapello	Davis
Miami	Monroe	West	Clarke

^{*}Special regulations exist.

Other lakes managed by counties and municipalities also have regulations. Check local regulations. Please note that on Lake Macbride, Johnson County, a boat with a motor exceeding 10 horsepower may be used only from Sept. 8 through May 20 of each year and operated at no-wake speed.

On artificial lakes less than 100 acres, you may operate a motorboat equipped with one or more outboard battery-operated electric trolling motors.

Motors not more than 100 h.p.: Loch Ayr, Ringgold County.

There is no motor restriction on natural lakes or federal reservoirs.

Motors of any horsepower operated at no wake speed are allowed on the following lakes:

TOHOWING Tanco.			
Lake	County	Lake	County
Beaver Lake	Dallas	Lake Iowa	Iowa
Beeds Lake	Franklin	Lake of Three Fires	Taylor
Black Hawk Pit	Sac	Meadow Lake	Adair
Crawford Creek Lake	Ida	Otter Creek Lake	Tama
Deer Creek Lake	Plymouth	Silver Lake	Delaware
Fogle Lake	Ringgold	Thayer Lake	Union
George Wyth Lake	Black Hawk	Williamson Pond	Lucas.



Public Use of Water for Navigation Purposes

Water occurring in any river, stream or creek having definite banks and bed with visible evidence of the flow of water is declared to be public waters of the state of Iowa and subject to use by the public for navigation purposes in accordance with law.

Specific Regulations and Zoning

Special Regulations regarding zoning, safety areas, and other right of way and speed and distance restrictions apply to the following areas:

Black Hawk Lake, Sac Cty Browns Lake, Woodbury Cty Carter Lake, Pottawattamie Cty Cedar River, Black Hawk Cty Cedar River, Charles City - Floyd Cty Cedar River, Mitchell Cty Cedar River, Nashua - Chickasaw Cty Coralville, Johnson Cty Crystal Lake, Hancock Cty Des Moines River East & West Okoboji, Dickinson Five Island Lake, Palo Alto Cty Harpers Slough, Allamakee Cty Ingham Lake, Emmet Cty Iowa River, Hardin Cty Iowa River, Johnson Cty Joyce Slough Area, Clinton Cty Lake Odessa, Louisa Cty Lake Icaria, Adams Cty Lake Manawa, Pottawattamie Cty

Little Wall Lake, Hamilton Cty Lost Island Lake, Palo Alto & Clay

Counties

Maquoketa River - Lake Delhi, Delaware Cty Massey Slough, Dubuque Cty Mississippi River, Above and below all navigation lock and dam structures and other designated areas. (Contact Conservation Officer, Corps of Engineers or lock master for special rules.) Mt. Ayr City Lake (Loch Ayr), Ringgold Cty Raccoon River Regional Park Lake, Polk Cty Rathbun, Appanoose Cty Red Rock, Marion Cty Saylorville, Polk Cty Shell Rock River (Greene Impoundment), Floyd Cty Snyder Bend, Woodbury Cty Spirit Lake, Dickinson Cty Storm Lake, Buena Vista Cty Swan Slough, Clinton Cty Three Mile Lake, Union Cty Upper Gar Lake, Dickinson Cty Wapsipinicon River, Linn Cty

The specific regulations for each area may be obtained online at www. Legis.state.ia.us/IAC.html (look for Natural Resource Commission Code 571, Chapter 40).



Iowa Department of Natural Resources

Des Moines Office 515-281-5918 Deaf or Hearing Impaired 515-242-5967 24 Hour Emergency Response (Spills) 515-281-8694 TIP, Turn In Poachers 1-800-532-2020

REGIONAL OFFICES

(DNR Fish, Wildlife and Law Enforcement)

HEADOUARTER

Wallace State Office Bldg. 502 E. 9th St. Des Moines, IA 50319-0034 515/281-5918

NORTHWEST

Spirit Lake Fish Hatchery 122 252nd Ave. Spirit Lake, IA 51360 712/336-1840

NORTH-CENTRAL

Fish and Wildlife Station 1203 North Shore Drive Clear Lake, IA 50428 641/357-3517

NORTHEAST

Manchester Fish Hatchery 22693 205th Avenue Manchester, IA 52057 563/927-3276

SOUTHWEST

Cold Springs State Park 57744 Lewis Rd. Lewis, IA 51544 712/769-2587

SOUTH-CENTRAL

Wallace State Office Bldg. 502 E. 9th St. Des Moines, IA 50319-0034 515/281-5918

SOUTHEAST

Lake Darling State Park 110 Lake Darling Road Brighton, IA 52540 319/694-2430





In Case of a Boating Accident or Emergency, Contact a Conservation Officer

Public Safety Communication Centers

Atlantic712/243-3854 Des Moines515/281-3561
Cedar Falls319/277-4761 Fairfield641/472-5001
Cedar Rapids319/396-4414 Storm Lake712/732-1341